CONCORDE

BRITISH AIRWAYS

INTRODUCTION

BRITISH AIRWAYS CONCORDE IS THE SUPREME EXPRESSION OF AERONAUTICAL EXCELLENCE AND THE ULTIMATE TIME MANAGEMENT RESOURCE IN TODAY'S WORLD.

CONCORDE'S UNIQUE STYLE, ITS MARRIAGE OF AESTHETICS AND SOPHISTICATED ENGINEERING, ITS REPUTATION FOR COMFORT AND UNFALTERING EFFICIENCY HAVE ASSURED IT OF LANDMARK STATUS IN THE ANNALS OF CIVIL AVIATION. THE REMARKABLE TECHNOLOGY WHICH GIVES IT THE UNPRECEDENTED ABILITY TO SUSTAIN A CRUISING SPEED OF MACH 2 FOR UP TO THREE HOURS REMAINS UNCHALLENGED.

FOR ALL ITS TECHNICAL SUPERIORITY AND PEERLESS PERFORMANCE, CONCORDE'S POSITION AS THE PROUD FLAGSHIP OF THE BRITISH AIRWAYS FLEET RESTS ON ONE PRINCIPLE, SERVICE. THE SERVICE COUNTED UPON BY THOSE PASSENGERS WHO TRULY VALUE THEIR TIME AND THAT PROVIDED BY CONCORDE'S DEDICATED CREWS AND THEIR COLLEAGUES ON THE GROUND.

THIS BROCHURE IS A REFLECTION OF THE AIRCRAFT'S EVOLUTION AND ACHIEVEMENTS, AN ACKNOWLEDGEMENT OF THE DESIGNERS AND MANUFACTURERS WHO HAD THE FORESIGHT TO MAKE A REALITY OF SUPERSONIC FLIGHT AND, ABOVE ALL, A THANK YOU TO THOSE PASSENGERS WHO FLY BRITISH AIRWAYS CONCORDE.

THE CONCORDE ADVANTAGE

WHEN TIME IS OF THE ESSENCE, CONCORDE PROVES ITSELF INDISPENSABLE. TAKING A MORNING FLIGHT WESTBOUND TO THE USA PASSENGERS REACH THEIR DESTINATION BEFORE TAKING OFF; WHILE EASTBOUND FLIGHTS TO LONDON ARRIVE THE SAME DAY AND IN GOOD TIME FOR ONWARD CONNECTIONS. THIS NOT ONLY SAVES VALUABLE HOURS, BUT ASSURES THE TRAVELLER OF MINIMUM DISRUPTION TO BOTH WORKING DAY AND PRIVATE LIFE.

THE PASSENGER CABIN OF THE AIRCRAFT, DISCREETLY ELEGANT IN SHADES OF GREY LEATHER AND SOFT FABRIC, IS AS STREAMLINED AS ITS GRACEFUL EXTERIOR AND CABIN CREW ARE SPECIALLY SELECTED AND TRAINED TO ANTICIPATE THE NEEDS OF PASSENGERS. THE CONCORDE MENU OFFERS THE CHOICE OF GOURMET CUISINE, ACCOMPANIED BY SUPERLATIVE WINES OR VINTAGE CHAMPAGNE AS WELL AS LIGHTER, HEALTH-CONSCIOUS ALTERNATIVES

PRIORITY TREATMENT ON THE GROUND IS A FURTHER HALLMARK OF THE CONCORDE EXPERIENCE. DISCRETE CHECK-IN FACILITIES ARE COMPLEMENTED BY DEDICATED CUSTOMER SERVICE STAFF, TO PROVIDE AN EFFICIENT AND RESPONSIVE SERVICE BOTH ON DEPARTURE AND ARRIVAL.

BUSINESS SUPPORT FACILITIES AND REFRESHMENTS ARE ON HAND IN THE CALM, UNHURRIED ENVIRONMENT OF SPECIAL AIRPORT LOUNGES AND CHAUFFEUR DRIVEN LIMOUSINES AVAILABLE TO ENSURE AN EFFORTLESS CONCLUSION TO THE CONCORDE JOURNEY.

CONCORDE - MAKING HISTORY

CONCORDE'S DISTINGUISHED ANCESTRY CAN BE TRACED BACK THROUGH 75 YEARS OF PIONEERING AERONAUTICAL TECHNOLOGY. DURING THE 1950'S, BOTH THE BRITISH AND FRENCH GOVERNMENTS HAD SANCTIONED RESEARCH INTO SUPERSONIC PASSENGER FLIGHT. IT SOON BECAME APPARENT THAT EACH COUNTRY'S DESIGNS WERE PROCEEDING WITH EXTRAORDINARY SIMILARITY: A LONG, TAPERING FUSELAGE, SWEEPING DELTA WINGS AND FOUR ENGINES, MOUNTED IN PAIRS, WERE FEATURES OF BOTH BAC'S BRISTOL 223 AND THE SUD AVIATION SUPER CARAVELLE. TO PURSUE THE PROJECT AS A JOINT ANGLO/FRENCH VENTURE MADE DEVELOPMENTAL AND ECONOMIC SENSE.
A REVOLUTION IN AIR TRANSPORT WAS UNDERWAY...

CONCORDE'S CHRONOLOGY

1956
SUPERSONIC TRANSPORT AIRCRAFT COMMITTEE ESTABLISHED.

1962
BRITISH AND FRENCH GOVERNMENTS SIGN AGREEMENT FOR JOINT DEVELOPMENT OF SUPERSONIC AIRLINERS.

1967
FIRST PROTOTYPE, CONCORDE 001, ROLLED-OUT AT TOULOUSE, FRANCE.

1969
FIRST FLIGHT OF CONCORDE 001 FROM TOULOUSE, FRANCE AND CONCORDE 002 FROM FILTON, UK.

1970
BOTH CONCORDE 001 AND CONCORDE 002 ACHIEVE MACH 2 FOR THE FIRST TIME.

1972
BOAC (NOW BRITISH AIRWAYS) AND AIR FRANCE ORDER FIVE CONCORDES EACH.

1974
FIRST DOUBLE ATLANTIC CROSSING IN ONE DAY.

1976
INAUGURATION OF COMMERCIAL SUPERSONIC TRAVEL BY BRITISH AIRWAYS FROM LONDON TO BAHRAIN AND BY AIR FRANCE FROM PARIS TO RIO DE JANEIRO WITH SIMULTANEOUS TAKE-OFFS.

1977
INAUGURAL BRITISH AIRWAYS CONCORDE SERVICE BETWEEN LONDON HEATHROW AND NEW YORK.

1978
BRITISH AIRWAYS CARRIES ITS 100,000TH CONCORDE PASSENGER. HER MAJESTY THE QUEEN AND HIS ROYAL HIGHNESS PRINCE PHILIP FLY FROM BARBADOS BY BRITISH AIRWAYS CONCORDE.

1979
HER MAJESTY THE QUEEN AND HIS ROYAL HIGHNESS PRINCE PHILIP FLY BY BRITISH AIRWAYS CONCORDE TO ARABIA.

1982
BRITISH AIRWAYS LAUNCHES INTO THE CONCORDE CHARTER MARKET.

1984
CONCORDE'S LONGEST COMMERCIAL FLIGHT FROM WASHINGTON, USA TO NICE, FRANCE COVERING 4,600 MILES.

1985
NEW RECORD FOR LONDON HEATHROW AND SYDNEY, AUSTRALIA OF 17 HRS & 13 MINS.
NEW RECORD ACHIEVED BETWEEN LONDON HEATHROW AND CAPE TOWN, SOUTH AFRICA IN 8 HRS & 8 MINS.
QUEEN MOTHERS 85TH BIRTHDAY FLIGHT.

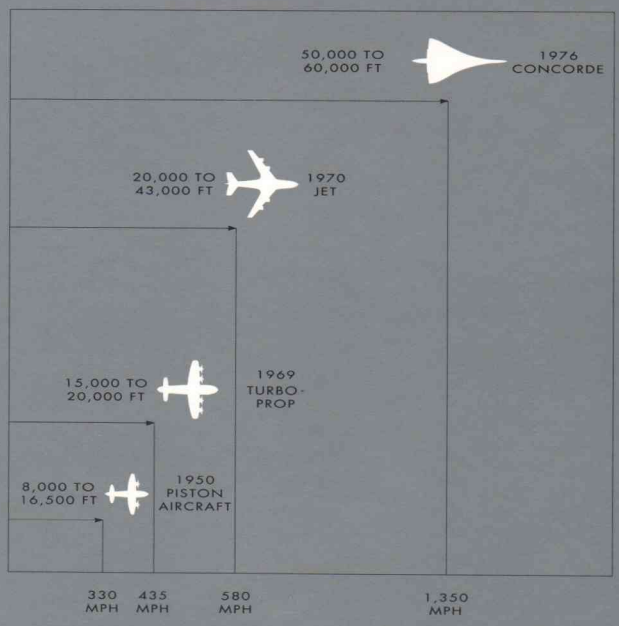
1986
FIRST AROUND THE WORLD FLIGHT BY BRITISH AIRWAYS.
FLYING TIME FOR 28,238 MILE JOURNEY, 29HRS & 59 MINS.
CONCORDE CELEBRATES ITS FIRST 10 YEARS IN COMMERCIAL SERVICE WITH FORMATION FLYING.

1987
INAUGURATION OF BRITISH AIRWAYS CONCORDE SCHEDULED SERVICE TO BARBADOS.

1990
CONCORDE ACHIEVES ITS FASTEST FLIGHT TIME BETWEEN NEW YORK AND LONDON HEATHROW IN 2HRS, 54 MINS & 30 SECS.

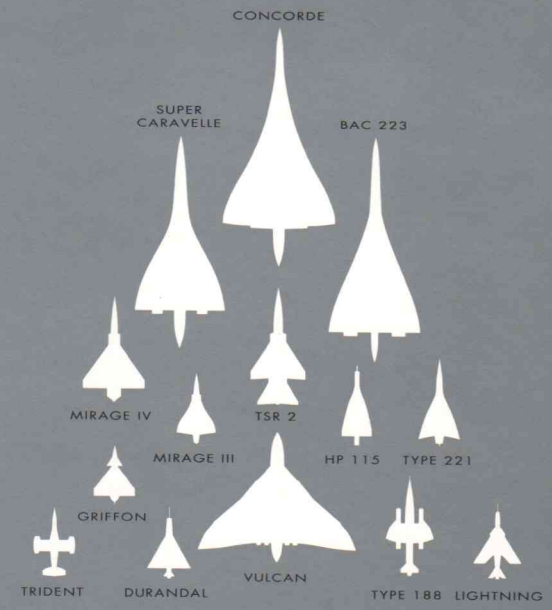
1992
HER MAJESTY THE QUEEN FLIES TO OTTAWA, CANADA.

TECHNICAL PANEL



DEVELOPMENT OF AIR TRANSPORT

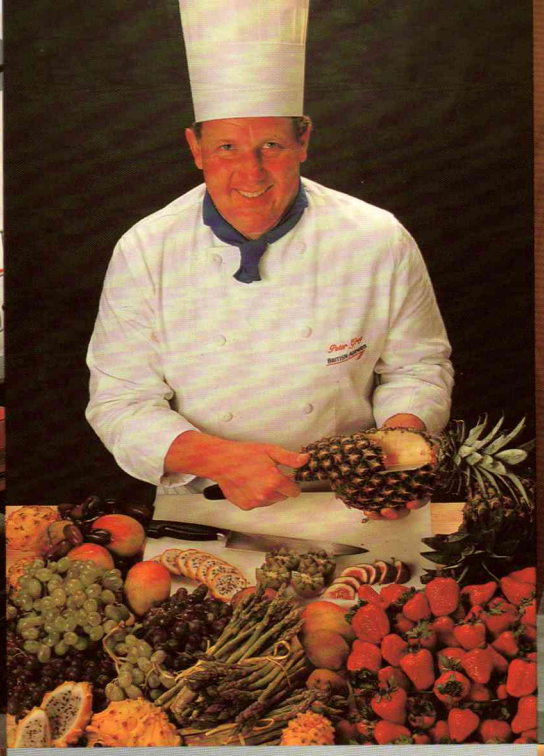
THE OUTSTANDING BREAKTHROUGH IN PASSENGER FLIGHT MADE BY CONCORDE IS DRAMATICALLY ILLUSTRATED HERE AND TO THIS DAY REMAINS UNCHALLENGED.



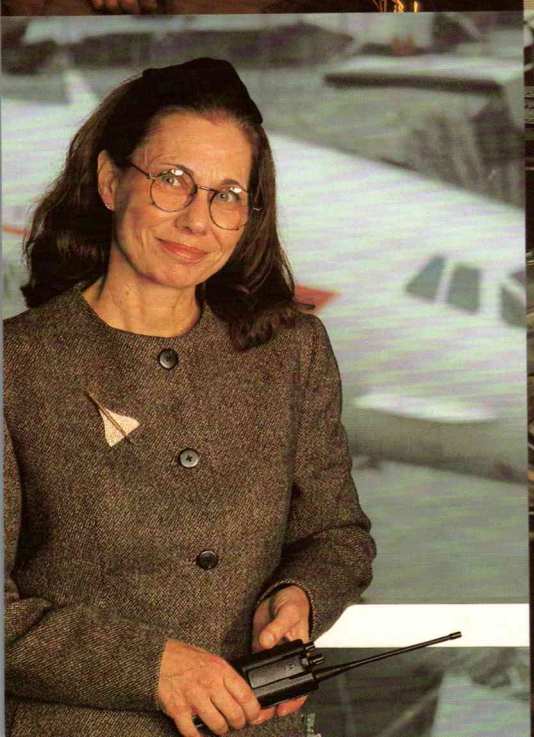
CONCORDE'S FAMILY TREE

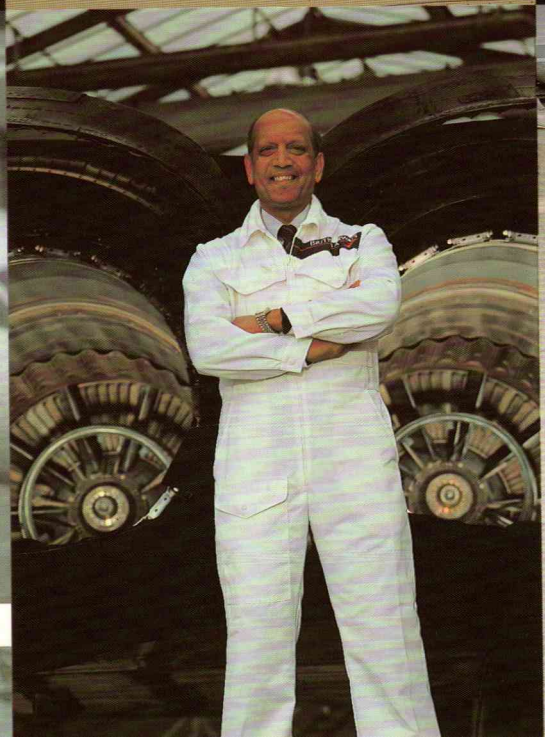
DERIVED FROM EARLY MILITARY SUPERSONIC AIRCRAFT, THE BRISTOL 223 AND SUPER CARAVELLE WERE THE ANALOGOUS, DIRECT ANTECEDENTS OF CONCORDE.

G-BO



CONCORDE





CONCORDE

THE PEOPLE BEHIND CONCORDE

THE BRITISH AIRWAYS PILOTS AND ENGINEERS WHO FLY CONCORDE HAVE REACHED THE PINNACLE OF THEIR HIGHLY SKILLED PROFESSION AND, ALONG WITH THEIR COLLEAGUES IN THE PASSENGER CABIN, ARE DEDICATED TO UNCOMPROMISING STANDARDS OF EXCELLENCE. THEIR COMMITMENT IS SUPPORTED BY A VAST NETWORK OF PERSONNEL ON THE GROUND, WHOSE CONTRIBUTION TO THE ACHIEVEMENTS AND SUCCESS OF THE CONCORDE OPERATION IS EQUALLY VITAL.

A RANDOM SELECTION OF NINE BRITISH AIRWAYS STAFF MEMBERS DESCRIBE HERE, IN THEIR OWN WORDS, WHAT BEING PART OF THIS UNIQUE TEAM MEANS TO THEM. THEIR COMMENTS REFLECT THE ATTENTION TO DETAIL, THE PRIDE AND DEVOTION FELT BY EVERYONE ASSOCIATED WITH THE BRITISH AIRWAYS FLAGSHIP, CONCORDE.

TOP ROW

MARK RANDALL (LEFT)
BAGGAGE SERVICES, TERMINAL 4

"IT'S UP TO US TO MAKE SURE THAT EVERY PIECE OF LUGGAGE RECEIVES JUST THE SAME PRIORITY AS THE CONCORDE PASSENGER - AND IT DOES!"

PETER GREY (CENTRE)
CONTROLLER OF FOOD STANDARDS

"PREPARING THE FOOD FOR CONCORDE POSES ITS OWN SPECIAL CHALLENGES; OF COURSE WE ALWAYS RISE TO THEM. TODAY, THE ACCENT IS ON A LIGHTER CUISINE - A HEALTH CONSCIOUS WORKING LUNCH IN THE AIR."

JAYNE HOWARD (RIGHT)
SENIOR CUSTOMER SERVICE AGENT

"IT'S MORE THAN JUST A JOB – ENSURING OUR CONCORDE TRAVELLERS HAVE A SWIFT AND CAREFREE PASSAGE THROUGH THE TERMINAL FROM THE MOMENT THEY CHECK IN TO THE MOMENT THEY BOARD THE AIRCRAFT; THE REAL PLEASURE IS THAT EACH DAY IS DIFFERENT FROM THE LAST."

MIDDLE ROW

DAVID PRITCHARD (LEFT)
AVIONICS ENGINEER

"I LOVE AIRCRAFT AND WORKING ON THEM, THERE IS A REAL SATISFACTION IN KNOWING EXACTLY WHAT MAKES CONCORDE 'TICK'."

STAN HILL (CENTRE)
GROUND MAINTENANCE

"OF COURSE IT'S DIFFERENT WORKING ON CONCORDE... WHO ELSE GETS TO CLEAN WINDOWS WHICH ARE ABOUT TO TRAVEL AT MACH 2?"

PETER NIXSON (RIGHT)
MANAGER WINE AND BEVERAGE DEVELOPMENT

"IT IS A REAL PLEASURE WORKING ALONGSIDE THE ACKNOWLEDGED EXPERTS, HUGH JOHNSON AND MICHAEL BROADBENT, TO SELECT THE FINEST OF THE CLASSIC VINTAGES FOR THE CONCORDE CELLAR."

BOTTOM ROW

WYNANDA JACOBY (LEFT)
PASSENGER SERVICES OFFICER, SPECIAL SERVICES

"I REALLY LOVE IT BECAUSE I LIKE TO MAKE PEOPLE FEEL THIS IS THEIR HOME WITH NO ONE BOTHERING THEM."

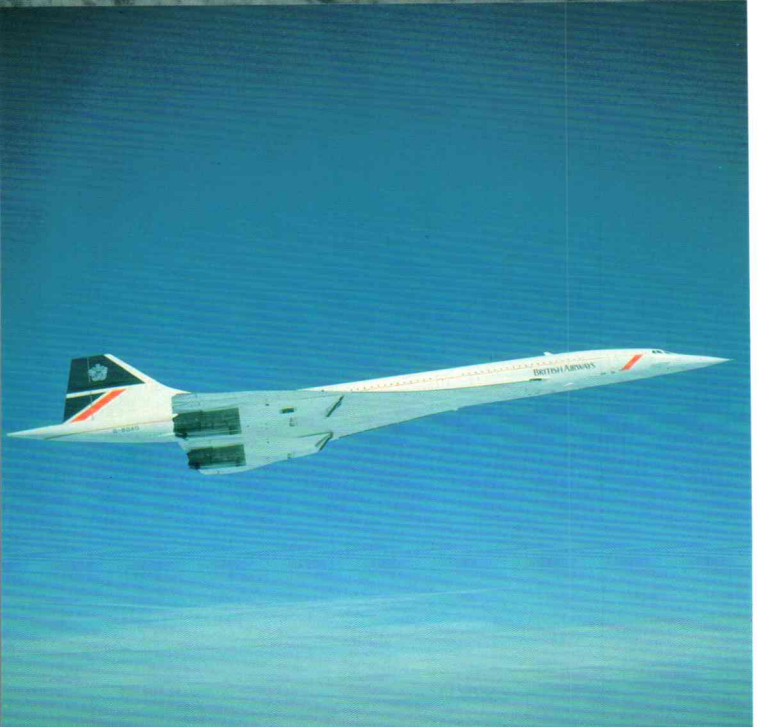
TONY BERRETTO (CENTRE)
ENGINEER

"CONCORDE IS A TRUE THOROUGHBRED, WORKING ON THE AIRCRAFT IS A PRIVILEGE; YOU KNOW YOU'LL ALWAYS GET WINNING RESULTS."

NIKKI WILLIAMSON (RIGHT)
AIRCRAFT DISPATCHER

"THE RESPONSIBILITY FOR DELIVERING THE AIRCRAFT TO THE CAPTAIN PRIOR TO TAKE OFF IS IMMENSELY SATISFYING."

BRITISH AIRWAYS



CONCORDE FLYING MACH 2

THE SLEEK FUSELAGE

SUPERSONIC AERODYNAMICS HAVE DICTATED THE ELONGATED, SLENDER TAPERING OF CONCORDE'S FUSELAGE. AT 61.66 M (204 FT) IT IS ALMOST AS LONG AS A WIDE-BODIED BOEING 747 AND IS DESIGNED TO INCREASE IN LENGTH INFLIGHT AS THE HEATED AIRFLOW AT MACH 2 EXPANDS THE ALUMINIUM ALLOY FUSELAGE.

THE STRATOSPHERE

CONCORDE CRUISES ON THE VERY EDGE OF SPACE IN THE INTENSE INDIGO BLUE OF THE STRATOSPHERE, AN ATMOSPHERIC LAYER EXTENDING FROM APPROXIMATELY 10,000 M TO 60,000 M (35,000 FT TO 200,000 FT) ABOVE THE SURFACE OF THE EARTH. AT 16,000 M (50,000 FT) ATMOSPHERIC PRESSURE IS ONE TENTH OF THAT ON THE GROUND AND IN THIS RAREFIED ATMOSPHERE, FREE FROM THE VAGARIES OF THE WEATHER BELOW, AN INCREDIBLY SMOOTH FLIGHT IS EXPERIENCED.

MACH NUMBERS AND THE MACHMETER

NAMED AFTER PHYSICIST ERNST MACH, IN RECOGNITION OF HIS RESEARCH, THE MACH NUMBER OF A MOVING BODY IS THE RATIO OF ITS SPEED TO THAT OF THE SPEED OF SOUND IN THE MEDIUM IN WHICH IT IS TRAVELLING. THE MACH NUMBER OF CONCORDE, RELATIVE TO THE SPEED OF SOUND IN THE ATMOSPHERE, IS SHOWN DURING THE FLIGHT ON THE DIGITAL MACHMETER IN THE PASSENGER CABIN. THE FREQUENT VARIATIONS THIS RECORDS ARE REFLECTIONS OF CHANGES IN THE OUTSIDE TEMPERATURE.

BEFORE REACHING THE SOUND BARRIER

TO ELIMINATE POSSIBLE DISTURBANCE ON LAND, CONCORDE ONLY FLIES SUPERSONICALLY OVER OCEANS AND DESERTS. AS A RESULT, UNTIL THE COASTLINE OR POPULATED LANDMASS IS CLEARED, CONCORDE LEVELS OFF AT AN ALTITUDE OF APPROXIMATELY 9,000 M (29,500 FT), AT A SPEED OF MACH 0.95. ONCE CLEAR, CONCORDE IS FREE TO CLIMB RAPIDLY TO ITS CRUISING ALTITUDE AND SPEED.

CABIN PRESSURE

AT 18,300 M (60,000 FT), CONCORDE'S CABIN ALTITUDE PRESSURE IS MAINTAINED AT AN EQUIVALENT TO 1,700 M (5,500 FT), CONSIDERABLY BELOW THAT OF A SUBSONIC AIRCRAFT.

FUEL TRANSFER GRAVITY SYSTEM

AS CONCORDE MAKES THE TRANSITION FROM SUBSONIC TO SUPERSONIC FLIGHT THE CENTRE OF GRAVITY MOVES REARWARDS. TO TRIM THE AIRCRAFT, A POWERFUL PUMPING SYSTEM TRANSFERS FUEL FROM THE FORWARD TANKS TO THOSE AFT OF THE CENTRE OF PRESSURE, ELIMINATING THE REQUIREMENT FOR DRAG-IMPOSING EXTERNAL AERODYNAMIC EQUIPMENT. WHEN AIRSPEED IS REDUCED TO SUBSONIC LEVELS, THE FUEL IS PUMPED FROM THE REAR TO TANKS IN THE FRONT FUSELAGE AND WINGS.

TRANSONIC ACCELERATION

AIR TRAFFIC CONTROL CLEARANCE RECEIVED, THE REHEAT, OR AFTER-BURNERS, ARE RESTARTED PRODUCING THE EXTRA POWER REQUIRED FOR THE TRANSONIC PHASE OF THE FLIGHT. SWITCHED ON IN PAIRS, PASSENGERS MAY BE AWARE OF TWO SLIGHT NUDGES AS CONCORDE OVERCOMES THE INCREASED ATMOSPHERIC RESISTANCE AND THE SOUND BARRIER IS BROKEN. ONCE A SPEED OF MACH 1.7 IS ACHIEVED, THE AFTER-BURNERS ARE CUT.

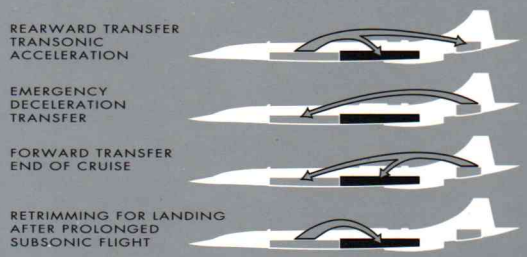
CRUISING SPEED

AS CONCORDE'S ENGINES BECOME MORE EFFICIENT DUE TO INCREASED AIRFLOW THROUGH THE INTAKES, THE AIRCRAFT CONTINUES TO ACCELERATE AND CLIMB, SOON REACHING ITS CRUISING SPEED OF MACH 2 OR 2,200 KM/H (1,350 MPH). THE CRUISING ALTITUDE, 15,240 TO 18,300 M (50,000 TO 60,000 FT), IS CONSIDERABLY HIGHER THAN THAT OF SUBSONIC AIRLINERS AND CONCORDE'S ALTITUDE INCREASES WITHIN THESE PARAMETERS AS FUEL IS USED AND THE AIRCRAFT BECOMES LIGHTER.

DESCENT AND LANDING

APPROACHING THE RUNWAY, CONCORDE'S LIFT IS MAINTAINED BY INCREASING THE ANGLE OF ATTACK TO 14 DEGREES AND LOWERING THE NOSE TO ITS FULLY DOWN POSITION OF 12.5 DEGREES.
THIS DISTINCTIVE AVIAN APPROACH ENABLES THE AIRCRAFT TO LAND ON A CUSHION OF AIR BENEATH THE SURFACE OF THE WINGS. LANDING SPEED, AROUND 275 KM/H (170 MPH) IS LITTLE DIFFERENT FROM THAT OF SUBSONIC JETS.

TECHNICAL PANEL

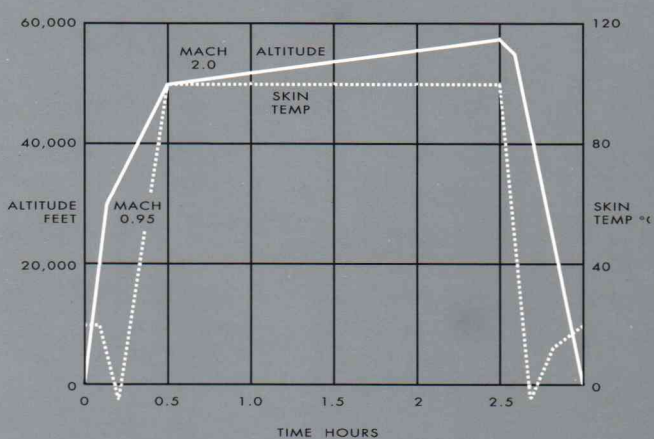

REARWARD TRANSFER TRANSONIC ACCELERATION
EMERGENCY DECELERATION TRANSFER
FORWARD TRANSFER END OF CRUISE
RETRIMMING FOR LANDING AFTER PROLONGED SUBSONIC FLIGHT
FRONT & REAR TRIM TANKS
MAIN TANKS

FUEL TRANSFER SYSTEM

TO RETRIM THE AIRCRAFT AS ITS CENTRE OF GRAVITY CHANGES DURING TRANSONIC FLIGHT FUEL IS TRANSFERRED BETWEEN FORWARD AND AFT TANKS.

THE MACHMETER

CONCORDE CRUISING: FLIGHT DECK DIALS RECORD A SPEED OF MACH 2, AN ALTITUDE OF 57,000 FEET AND THE OUTSIDE AIR TEMPERATURE, -56°C



TYPICAL FLIGHT PROFILE

CONCORDE'S ALTITUDE, SKIN TEMPERATURE AND FLIGHT TIMES FOR A TYPICAL FLIGHT FROM LONDON TO NEW YORK ARE REFLECTED ON THIS GRAPH.

UNIQUE FLIGHT EXPERIENCE

THE NEEDLE SHAPED NOSE

AS STREAMLINING AND SPEED GO HAND IN HAND, SO THE DISTINCTIVE, TAPERING NOSE OF CONCORDE IS DESIGNED TO PENETRATE THE ATMOSPHERE IN FLIGHT WITH THE MINIMUM OF RESISTANCE. HOWEVER, TO COMPENSATE FOR THE PRONOUNCED ANGLE OF TAKE-OFF AND APPROACH, A FEATURE OF DELTA-WINGED AIRCRAFT MOVING AT SLOWER SPEEDS, THE NOSE IS DESIGNED TO BE LOWERED, OR DROOPED, UP TO 12.5 DEGREES, AFFORDING CLEAR VISIBILITY TO THE FLIGHT DECK CREW. TO FURTHER ENHANCE THE AERODYNAMIC PROFILE AND PROTECT THE WINDSCREEN IN FLIGHT A RETRACTABLE VISOR IS RAISED.

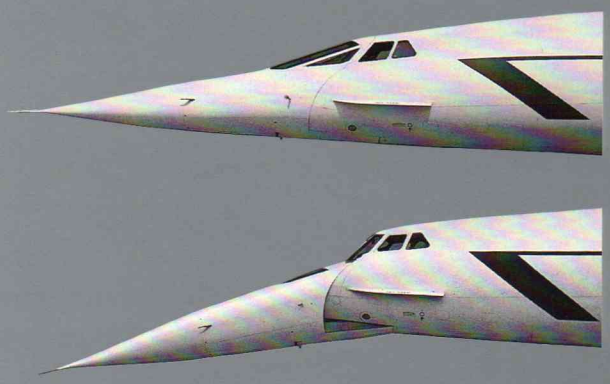
THE THRUST

CONCORDE'S FOUR ROLLS ROYCE/SNECMA OLYMPUS 593 TURBO JET ENGINES ARE EACH CAPABLE OF PRODUCING 17,260 KGS (38,000 LBS) OF THRUST, WITH REHEAT. THE REHEAT, OR AFTER-BURNER, ADDS ADDITIONAL FUEL TO THE ENGINE EXHAUST GASES, RESULTING IN ENHANCED THRUST. THIS MASSIVE SURGE OF POWER CAN BE FELT AT TAKE-OFF, AS IT BRINGS THE AIRCRAFT TO ITS TAKE-OFF SPEED OF 360 KM/H (225 MPH) IN JUST 30 SECONDS. SHORTLY AFTERWARDS THE UNDERCARRIAGE IS RETRACTED AND THE REHEAT IS CUT AS CONCORDE STEADILY CLIMBS SKYWARDS.

THE DELTA WING

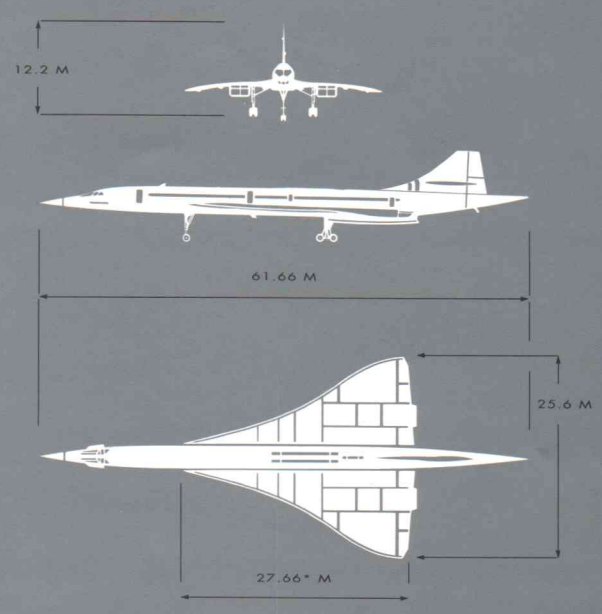
THE SWEEPING DELTA WING PROVIDES THE OPTIMUM LIFT TO DRAG RATIO FOR SUPERSONIC FLYING AND BY VARYING THE ANGLE OF THE ATTACK TO THE AIRFLOW IS CAPABLE OF GENERATING LIFT THROUGH WIDE SPEED RANGE, THEREBY MEETING THE REQUIREMENTS OF SUBSONIC FLIGHT. ON CONVENTIONAL WINGS, AILERONS AND ELEVATORS ARE EMPLOYED TO KEEP THE AIRCRAFT IN TRIM. CONCORDE AVOIDS THESE DRAG-PRODUCING CONTROL SURFACES BY UTILISING THE UNDULATING CONTOURS AND AERODYNAMICS OF THE WING ITSELF.

TECHNICAL PANEL



THE NEEDLE SHAPED NOSE

CONCORDE'S UNMISTAKABLE NOSE IS DESIGNED TO COMPENSATE FOR THE HIGH ANGLE OF INCIDENCE ON APPROACH TO LANDING, BY LOWERING THE FLIGHT VISOR AND DROOPING THE NOSE, PERMITTING AN UNOBSTRUCTED VIEW OF THE RUNWAY. THE NEEDLE LIKE 'PITOT' TUBE ON THE TIP SENSES 'DYNAMIC' PRESSURE TO MEASURE AIRSPEED.



CONCORDE'S LEADING DIMENSIONS

THE MEASUREMENT SHOWN BESIDE THE ASTERISK REPRESENTS THE 'AERODYNAMIC ROOT REFERENCE CHORD', USED WHEN REFERRING TO CONCORDE'S CENTRE OF GRAVITY. IN FLIGHT, THE AIRCRAFT'S WEIGHT AND BALANCE ARE MAINTAINED BY TRANSFER OF FUEL WITHIN THIS AXIS.

THE FUTURE

CONCORDE HAS ESTABLISHED THE BENCHMARKS OF THE FUTURE OF AVIATION, A FUTURE WHICH WILL TAKE PASSENGER AIRCRAFT FROM THE THRESHOLD OF SPACE, CONCORDE'S TRUE ENVIRONMENT, INTO THE REALMS OF SUB-ORBITAL FLIGHT. HOWEVER, AS WE APPROACH AND ENTER THE NEW MILLENNIUM, CONCORDE WILL CONTINUE TO REIGN SUPREME, NOT ONLY AS THE FASTEST CIVIL AIRCRAFT IN THE SKIES, BUT ALSO AS THE PRE-EMINENT TIME MANAGEMENT TOOL FOR THE INTERNATIONAL TRAVELLER.

IN AN ERA WHEN THE CONTOURS OF THE WORLD MAP ARE CHANGING AND HIGH-TECHNOLOGY IS TAKEN FOR GRANTED, CONCORDE REMAINS, THE INDISPENSABLE LINK BETWEEN EUROPE AND NORTH AMERICA, INTERPRETED IN A STYLE AND AFFORDING A SERVICE WHICH ARE ESSENTIALLY BRITISH. CONCORDE'S CONTINUING SUCCESS IS ASSURED.

BRITISH AIRWAYS LOOKS FORWARD TO WELCOMING YOU ON BOARD IN THE FUTURE.